

The Liung Kong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4405.

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TUESDAY, NOVEMBER 24, 1903.

號四十一月一十英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 21,000,000
CAPITAL PAID-UP 15,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 9,210,000

Head Office—YOKOHAMA.

Branches and Agencies—
TOKIO. ROBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTIN. NEWCHWANG.
PEKING.

London Bankers:
THE LONDON JOINT STOCK BANK, LTD.
PARRS BANK, LTD.
THE UNION OF LONDON AND SMITHS BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.
" 6 " 4 "
" 3 " 3 "

TARO HODSUMI,
Manager.

Hongkong, 11th September, 1903. [10]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND—

Starling Reserve \$10,000,000
Silver Reserve \$5,000,000

RESERVE LIABILITY OF PROP'TORS. \$10,000,000

COURT OF DIRECTORS:

A. J. RAYMOND, Esq., Chairman.
H. E. TORKINS, Esq., Deputy Chairman.

Hon. C. W. Dickson, M. A. Siebs, Esq.

E. Goetz, Esq. H. W. Slade, Esq.

C. Michelau, Esq. C. A. Tomes, Esq.

H. Schubart, Esq. E. S. Whealer, Esq.

E. Shellim, Esq.

CHIEF MANAGER—
Hongkong—J. R. M. SMITH.

MANAGER—
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTIES BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per cent. per annum.

For 6 months, 3 per cent. per annum.

For 12 months, 4 per cent. per annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 17th August, 1903. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital \$1,000,000
Paid up Capital 2,324,374

HEAD OFFICE—HONGKONG.

Board of Directors—

Chan Kit Shan, Esq. J. Scott Harston, Esq.

Chow Tung Shang, Esq. J. Lauts, Esq.

Chief Manager.

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %

Hongkong, 12th May, 1903. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin Calcutta Hankow

Tsingtau (Kiautschou)

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS, LTD.

UNION OF LONDON AND SMITHS BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTION DES DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 1st September, 1903. [16]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 18th November, 1903. [16]

GUARANTY TRUST COMPANY OF NEW YORK (AMERICAN BANK).

ESTABLISHED 1864.

PAID UP CAPITAL U.S. Gold

SURPLUS AND UNDIVIDED PROFITS \$5,180,000

Gold \$7,180,000

Head Office—NEW YORK.

LONDON OFFICE:
33 and 35, Lombard Street, E.C.

F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:

PARK'S BANK, LIMITED.

HONGKONG OFFICE:

4, DES VŒUX ROAD.

General Banking and Exchange business transacted.

INTEREST ALLOWED:

On Current Accounts at 2% per annum.

On Fixed Deposits for 12 months at 5 per cent.

" 6 " 4 "

" 3 " 3 "

E. F. GROS,
Acting Manager.

Hongkong, 1st December, 1903. [16]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE—NEW YORK.

FISCAL AGENTS FOR THE UNITED STATES OF AMERICA IN CHINA AND THE PHILIPPINE ISLANDS.

Capital paid in, ... Gold \$4,000,000... \$20,000

Surplus (Reserve) Gold \$4,000,000... \$20,000

Total Gold \$8,000,000... \$1,600,000

Capital and Surplus authorised, Gold \$10,000,000

= \$2,055,000

LONDON BANKERS:

THE NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

The Corporation buys and sells Bills of Exchange, issue Letters of Credit and carries on every description of Banking and Exchange business. Money received on Current Deposit Account at the rate of 2 per cent. per annum on the daily balances, and on Fixed Deposit as follows:

For 12 months, 4½ per cent. per annum.

" 6 " 4 % "

" 3 " 3 % "

HONGKONG BRANCH:

20, DES VŒUX ROAD CENTRAL.

CHARLES R. SCOTT,
Manager.

Hongkong, 26th May, 1903. [10]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies—

CANTON. PENANG.

CHEFOO. SINGAPORE.

HANKOW. TIENSIN.

PEKING.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

3 % per Annum Fixed Deposits for 3 months.

4 % " " 6 "

5 % " " 12 "

E. W. RUTTER,
Manager.

Hongkong, 12th August, 1903. [12]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHAREHOLDERS £800,000

RESERVE FUND £725,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" 6 " 3 % "

" 3 " 2 % "

T. P. COCHRANE,
Manager.

Hongkong, 18th May, 1903. [12]

Mail.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

YOKOHAMA VIA SHANGHAI, MOJI and KOBE. CEYLON About 30th November Freight and Passage.

(Passing through the Inland Sea.) C. F. Lockton, M.R. C. F. Lockton, M.R. Passage.

SHANGHAI SIMLA About 5th December Freight and Passage.

C. D. Goldsmith, M.R. C. D. Goldsmith, M.R. Passage.

LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and FORMOSA. B. H. W. Smt. B. H. W. Smt. Passage.

MALTA About 11th December Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent

Hongkong, 24th November, 1903. [4]

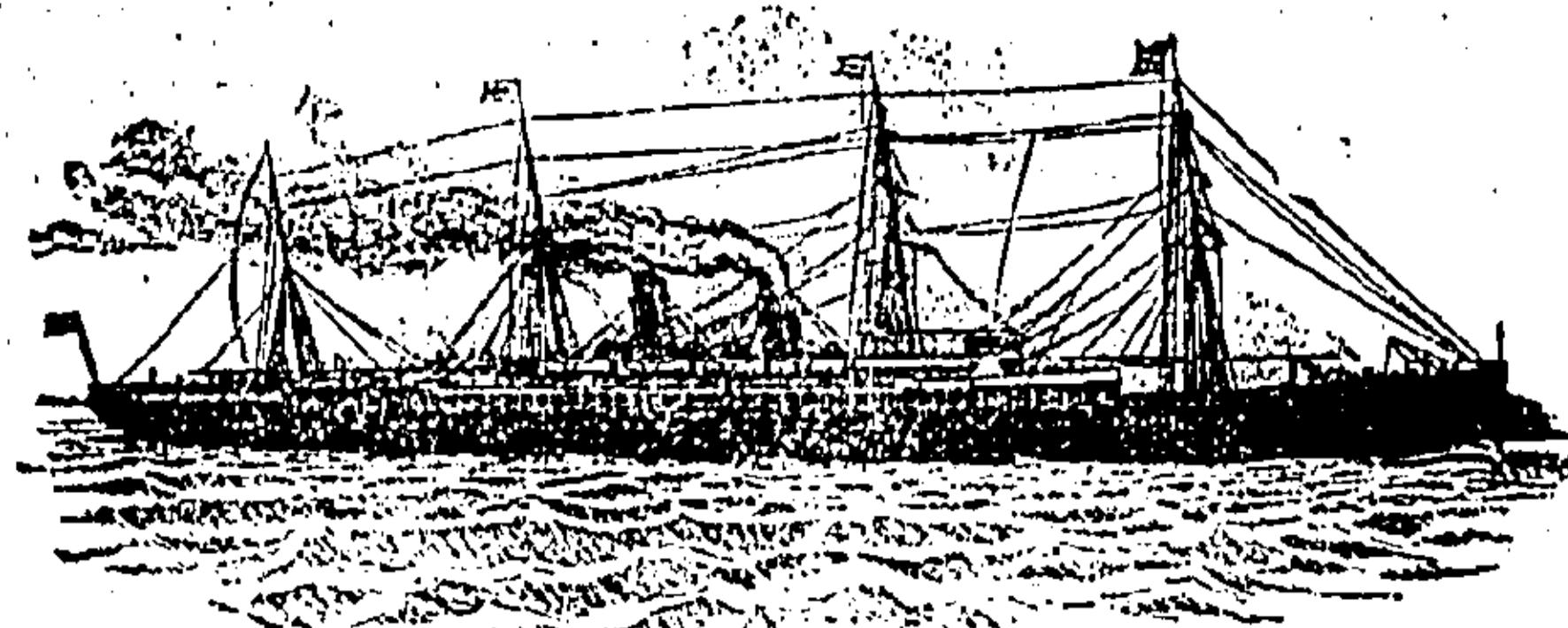
Intimations.

Bovril is an ideal food for the strong and the weak. Bovril imparts extra vigor to the healthy, greater strength to the ailing. Bovril is, moreover, a true friend in the kitchen. It adds nourishment, and gives a delightful "twang" to soups, sauces, gravies and entrees.

BOVRIL

Shipping.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"SIBERIA"	11,284	Gross Tons	TUESDAY, 18th December, at Noon.
"COPTIC"	4,352	"	WEDNESDAY, 19th December, at Noon.
"AMERICA MARU"	6,307	"	FRIDAY, 21st December, at Noon.
"KOREA"	1,276	"	SATURDAY, 22nd December, at Noon.
"GAELIC"	4,205	"	SATURDAY, 2nd January, 1904, at Noon.
"HONGKONG MARU"	6,327	"	SATURDAY, 9th January, at Noon.
"CHINA"	5,060	"	TUESDAY, 13th January, at Noon.
"DORIC"	4,284	"	FRIDAY, 26th January, at Noon.
"NIPPON MARU"	6,307	"	SATURDAY, 6th February, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1903; 10 days, 15 hours.

The P. M. Company's Steamship "SIBERIA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 1st December, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY or payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest passenger ship on the Pacific. Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 24th November, 1903.

ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF JAPAN"	6,000	"	WEDNESDAY, 16th December.
"EMPERESS OF CHINA"	6,000	"	WEDNESDAY, 13th January, 1904.
"ATHENIAN"	3,882	"	WEDNESDAY, 27th January.
"EMPERESS OF INDIA"	6,000	"	WEDNESDAY, 10th February.
"TARTAR"	4,425	"	WEDNESDAY, 24th February.
"EMPERESS OF JAPAN"	6,000	"	WEDNESDAY, 9th March.
"EMPERESS OF CHINA"	6,000	"	WEDNESDAY, 30th March.
"EMPERESS OF INDIA"	6,000	"	WEDNESDAY, 20th April.
"ATHENIAN"	3,882	"	WEDNESDAY, 27th April.
"EMPERESS OF JAPAN"	6,000	"	WEDNESDAY, 11th May.

The magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA TO THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan, Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 1st September, 1903.

D. E. BROWN, General Agent, Pedder's Street.

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HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIQUE PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

SUEZIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	1st Dec.	Freight.
ARAGONIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	15th Dec.	Freight.
FORST.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	29th Dec.	Freight.
NURNBERG.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	5th January, 1904.	Freight.
JABURG.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	About end of December.	Freight.
AMBRIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).		
DUCKSTEIN.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).		
NUBIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).		
von Hoff.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).		

For further particulars, apply to HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Buildings.

Hongkong, 24th November, 1903.

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THE "EMPEROR"—"KWANG TAI" COLLISION.

PROCEEDINGS IN ADMIRALTY.

(Continued from Yesterday.)

Shanghai, 14th November.

Before His Honour Sir Hiram Shaw Wilkinson, Chief Justice, and Commandant Moore, F.N., H.M.S. Sirius, Naval Assessor.

The Imperial Chinese Government, the owners of the cruiser Kwang Tai, v. the owners of the steamer Empress of India.

Mr. A. S. P. White Cooper and Mr. W. North Symonds appeared for the plaintiffs and Mr. E. H. Sharp, K.C., and Mr. W. A. C. Pitt for the defendant company.

The Kwangtai had been given the greatest amount of room to resume her course, which was the only way, after the Kwangtai's initial blunder in starboarding, to avoid the collision. The Empress gave the Kwangtai as much room as was necessary to avoid the collision. If the Empress had reversed her starboard engines, she would in all probability have run into the Kwangtai amidships, with consequently much more serious results. He would refer the Court to the case of the Saragossa, re-acted in the Law Times, pp. 400. There was no question of fact that the collision occurred at night in the open sea. In this case they thought the overtaking ship was justified in changing her course, but the Court held that she changed her course more than she was justified in doing (Counsel here read extracts from Law Times, pp. 64, vol. 69). He submitted that the case was on all fours with the facts of the present. It is very seldom that in an Admiralty case one could obtain others which applied equally to one another, but the case of the Saragossa was one in point, extraordinarily applying to this case. If a vessel departed from her course, she must justify her departure in all respects; she must show that she made that departure in the direction needed and the extent to which she made it. The Empress did justify her departure from her course. But the present case was vastly much stronger. It cannot be suggested for a moment that the Kwangtai was justified in starboarding at all; and not to the extent she did.

Now, as to the defaults of the Kwangtai— She undoubtedly committed all the blunders she could; the list of these blunders is before the Court in paragraphs 5 to 14 (of the petition). The first is an allegation which is always made in these cases, and, in many instances, with reason—she kept a bad look-out. This is only a matter of inference. We do not pretend we were on board the Kwangtai and saw what was going on. But whether the Kwangtai's look-out was good or bad must be inferred from the conduct of the Kwangtai as it is accepted by your Lordship. She either did not see the Empress, or, if she did see, she must have miscalculated the distance. The witness for the plaintiffs, on the point of distances, differ radically from one another. On either side, he did not think it would be just to take angles etc. with such precision. It is clear that the junk was not seen in sufficient time to take a proper course until the last moment. If she did, she misjudged the distance; it is also clear that she did not sight us. We saw her stern lights for two hours, and she should have seen us, and if she had a lookout, she ought to have done so. Apparently, the Kwangtai acted with absolute reckless disregard to all regulations. Her navigating lieutenant says he knew the Empress was overtaking her; then she must have been half a mile behind; he says he knew we were coming down, on his course. Therefore it was gross negligence. Even from her own showing, the Kwangtai recklessly disregarded the Empress and manœuvred totally without thought; it is impossible to say whether it was from negligence, but from her own showing, she disregarded the Empress, and she certainly did not give to the Empress that attention she should have done. The next default is that, as an overtaking vessel, she should have kept her course. That matter has already been dealt with to some great extent. This point is undoubtedly one of the most important in the whole case. He would put it to his Lordship that before the condition precedent to their obligation to keep out of the way, the Kwangtai was bound to keep her course, and if she changed her course, as she undoubtedly did, she is bound to show the necessity for so doing both as to direction and extent. He did not consider it necessary to go into further cases of more recent date than the case of the Saragossa, cited on fol. 475 in 508 of Marsden. Throughout the case it is evident that there was no need for the Kwangtai to change her course. The junk was well clear of her on her port bow. It is also evident that if the Kwangtai had chosen to give the junk a wider berth, she, the Kwangtai, ought to have ported instead of starboarded. This persistence in starboarding made a collision certain and there was nevertheless plenty of time and space for the Kwangtai to have resumed her course, together with the movement of the Empress in reversing her port engine, which gave the Kwangtai an increased space to resume her course, and in which movement the Empress closely followed. He submitted that, under the circumstances, the fact of the Kwangtai not keeping her course is decisive against the Kwangtai. The next paragraph is really a part of the last, in that the Kwangtai tried to pass the bows of the Empress—the fastship. Such a proceeding would be wrong under the universal practice of seamanship, and this matter is referred to on page 483 of Marsden in connection with attempting to pass the bows of a faster ship, where it is laid down as improper navigation. We then say she should have warned the Empress of her change of course; had she done so, there would have been no collision. Had the Empress been warned, even a minute earlier, of the Kwangtai's change of course, there would have been time for her to have got out of the way. Captain Marshall has stated that if he could have started the

swinging of the vessel, there would have been no collision. The Kwangtai could have no excuse for not warning the Empress for it is clearly obligatory on a ship which contemplated such a dangerous manœuvre as this to inform the other vessel.

Mr. Sharp.—The next default which we allege against the Kwangtai is that she was navigated recklessly. After the collision, as evidence shows, no serious attempt was made to save the ship; no sail nor collision mat was used; no attempt was made to beach her. Two hand pumps were only employed although they had steam pumps; altogether the conduct of those on board the Kwangtai seems incredible; but now, we want to know whose fault it is that the collision occurred; we have gone through the faults of the Kwangtai. Now in regard to the point raised in our evidence that the Kwangtai should have changed her course before the collision, unfortunately for us, the Captain, who could tell us, is dead, and there is only the helmsman left whose memory on the point may not be very trustworthy. The second officer has told us that an order was given which was not carried out. It is quite possible that an order may have been given by the Captain in the ordinary course as to the navigation of the ship, but as to this we have only to trust to the memory of the helmsman. He would rather refer his Lordship to the evidence of the Captain and second officer whose evidence was clear that the Kwangtai's course was diverging from the Empress's course. It is quite clear that the change was made a little time before the collision, but since the event, the matter had been thought over. The time, however, is not in the law; we have only the moment of the collision itself. Speaking to the best of his memory, Mr. Davis puts the time a little earlier than our own, i.e., ten minutes. Up to that time it is evident and clear that the Kwangtai was ahead and puts us dead behind whilst our united evidence puts them dead ahead.

His Lordship.—The second officer said it might be ten minutes earlier.

Counsel, continuing:—The material change which took place at that time would make the steamer 6 or 7 degrees on the port of the Kwangtai to commence with, and she ported to that extent. At 11.38 the Empress made a similar change in the same direction; Mr. Davis' evidence was very clear on that point; we agree with the plaintiffs in that until this change was made, we were dead behind.—*Shanghai Mercury.*

(To be continued.)

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

TO-MORROW,

the 25th November, 1903, at 10 A.M.,

H.M. NAVAL YARD,

SUNDRY NAVAL, OBSOLETE AND

CONDEMNED STORES,

Comprising:—

Boat's Boiler (about 40 H.P.), Old Brass, Copper, Iron, Paper Stuff, Rugs, Canvas, Clothing, Implements, &c., &c.

Catalogues will be issued.

TERMS OF SALE:—As customary:

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 24th November, 1903. [1389c]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

FRIDAY,

the 27th November, 1903, at 11.30 A.M.,

at their

SALES ROOMS, No. 8, Des Voeux Road,

Corner of Ice House Street,

A VERY FINE COLLECTION OF

CLOISONNE WARE,

Comprising:—

Assortment of VASES, SOAP BOXES, INCENSE BURNERS, CAKE BOXES, WALL PLATES, TEA POTS, TEA CASES, NAPKIN RINGS, BUCKLES, FLOWER POTS, CIGARETTE CASES, TRAYS, ASH TRAYS, TOBACCO SETS, &c., &c., &c.

N.E.—After 1.10 to 1.10 the sale will be stopped and resumed at 2.30 p.m.

The above will be on view from Monday, the 23rd instant.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 20th November, 1903. [137e]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MER-

CHANTS, NAVAL CONTRACTOR

AND GENERAL COMMISSION

AGENTS,

PRAYA CENTRAL HONGKONG,

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

&c., &c.

Sale Agents for

FERGUSON'S SPECI. L. CREAM

and

P. & O. SPECIAL LIQUER SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 14th May, 1903. [138]

SAFETY SOFT

SOAP

LAVENDER

Intimations.



A. S. WATSON & CO.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

The Hongkong Telegraph

HONGKONG, TUESDAY, NOVEMBER 24, 1903.

LOCAL AND GENERAL.

	Per Case per dozen
ST. ESTEPHE	\$ 8.00
ST. JULIEN	10.00
LA ROSE	13.50
CHATEAU HAUT BRION LARRIVET	20.00
CHATEAU MOUTON ARMAILHACQ	24.00
CHATEAU PONTET CANET	28.00
CHATEAU LA TOUR CARNET	33.00
CHATEAU RAUZAN	48.00
CHATEAU LAFITE	54.00

All less 10% discount on account of Current Exchange.

These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

THE CHATEAU BRANDS are recommended to the notice of Connoisseurs as high-class after-dinner Wines.

A. S. WATSON & CO., LIMITED,

TELEPHONE NO. 266.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4th EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
TEMPORARY STORE:
1ST FLOOR, 12, QUEEN'S ROAD,
(above Messrs. H. PRICK & Co.)

XMAS & NEW YEAR CARDS.

FURNITURE DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.ELECTRO-PLATED,
GLASS, and
CHINA WARES.PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.
DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 29th August, 1903. [728d]

CARMICHAEL AND
CLARKE,
CONSULTING ENGINEERS AND
SHIPBUILDERS.

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.

A. B. C. Code, 4th Edition.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 20th March, 1903. [335e]

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

NOTICE.—All communications intended for publication in THE HONGKONG TELEGRAPH should be addressed to the Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Orbital business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$18 per annum.

The rates per quarter or per issue, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 8 cents per quarter.

Single Copy, Daily, ten cents; Weekly, twenty-five cents.

THE new Italian Foreign Minister, Signor Tivoli, has strong English sympathies. He was an under-graduate at Oxford once.

A TELEGRAM from Nanchang has been received at Nagasaki to the effect that plague still prevails in the Chinese port. It has extended to Chefoo.

MR. FERRY, the chairman of the Native Labour Association at Johannesburg, has started for China to promote arrangements for importing Chinese into the Transvaal.

THE disabled German sailing vessel C. H. Water was put up for sale at Messrs. H. L. Coglan and Co.'s sale rooms at Singapore on the 16th inst. There were a large number of bidders, including several from Batavia and Manila, and the competition was very keen. The vessel was eventually purchased through Messrs. Latham and Co. at the exceeding good price of \$24,500.

THE Northern Asiatic steamship lines which decided to raise the rate on flour to the Orient to \$5, the rate in force prior to the cut last June, have reconsidered their determination and the rate for this month at least was to remain at \$3 a ton. When the Northern lines concluded to restore the old rate it was believed trade conditions justified the advance, but exporters were loud in their protests, and the warning has evidently been heeded.

THE Russian transport Okan arrived from Vladivostok this morning.

DURING the month of October, 259,693 tons of coal were exported at Moji.

A NEW standard weight—the half-cental—has been authorised in London. It represents 50lb.

DURING the week ended at noon on 21st inst., three fatal (Chinese) cases of plague were notified as having occurred in the Colony.

THE official estimates of the American cotton crop this season place the total yield at two million bales below last year's production.

IT is stated that it is proposed to convert the Japanese Government railway into a joint-stock undertaking with a capital of 240,000,000 yen.

THE Great American Stores of explosives at Iona island near West Point has exploded. Sixteen persons were killed and many injured.

THE V. R. C. F. C. beat the Royal Engineers on Saturday by 5 to 0. The "A" team turned up to play the Tamur, but the latter did not put in an appearance.

THE Vienna rumour that Germany had pledged herself to support Russia in the Far East in the event of war involving Britain's appearance in the field, is authoritatively contradicted.

THE Echo de Chine says that the English papers which announce the rupture of relations between France and Siam are mistaken. However, if Siam refuses to continue negotiations in reference to the treaty of 1902, the regime of the treaty of 1893 will come in force again.

THE Lin Yen Tung is a Chinese society in Sydney, the various branches of which amount representing the society's profits for the year. A donation of £10 was made to the Tung Wa Hospital; and a similar amount to the Benevolent Society at Canton.

IT appears from statistics recently published that the Japanese are growing taller. The figures relating to the measurements of recruits to the Japanese army show that the number of recruits who are 5ft. 4in. and upwards in height has increased by 2 per cent during the last ten years, while the number measuring from 5ft. to 5ft. 4in. has decreased by 6 per cent.

RETURN of visitors to the City Hall Library and Museum for the week ending 22nd November, 1903:—

	Library	Museum
Non-Chinese	194	58
Chinese	69	1,357
Total	263	1,415

MEDICAL evidence at the inquest on the body of the late Miss Hickman, M.D. (who disappeared on August 15) was to the effect that she had been dead for about two months, and also that she entered the plantation where her body was found alive. The doctors further held that the deceased lady was not murdered, although the cause of her death remains unknown. The Queen has condoled with the parents of the late Miss Hickman.

IT is reported in Peking to the effect that the Waiwpu has been notified by the French authorities of Tongking that if the Chinese authorities are unable to restore peace in Kwangsi province, the French will do so for them. It is further stated that although a reply has been sent declining the French offer, it is understood that this move on the part of China's Southern neighbour is intended as a diversion in aid of the Russian coup in Manchuria.

IN the work of revising the catalogue for class libraries in the New York public schools, Uncle Tom's Cabin has been left out, and hereafter the story of the ante-bellum days, so popular with readers of fiction in the later years of the century just closed, will be barred from circulation so far as the Board of Education is concerned. The reason given for the action of the Board of Superintendents is that the story has served its purpose, and is of little value to-day.

THE Sin Wan Pao is advised by a Nanking despatch that as the affairs in Manchuria are becoming more critical every day and a war is very probable, Viceroy Wei of Nanking is therefore in constant communication by telegraph with the Central Government at Peking, consequently the telegraph operators of the Nanking Telegraph and those of the Viceroy's Yamen are kept exceedingly busy, but the messages are all in secret codes, therefore nothing could be gathered from them.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Japan Times draws attention to the very inadequate and colourless remarks made by Mr. Balfour at the Goldhill Banquet in reference to the Far-Eastern situation.

IT is said that 2,000 persons have succumbed to cholera in Brunel, while the death rate in other places around the Bay there has been about 10 per cent. of the population of each kampong.

THE duty on tin and tin-ore exported from Selancor during Jan.-Oct. this year amounted to 21 million dollars. The amount of tin is 10,000 pikuls more than the corresponding period of last year.

WITH regard to Si-kun-Tibet affairs, it may be definitely stated that no forward movement will be made for the moment and until further communications have passed between India and Ima home.

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THE British cruisers Façade and Scylla left Colombo for the Australian Station on 5th inst. They are carrying relief crews. The first-class cruiser Dido passed through Colombo on 5th inst. bound from Portsmouth to Sydney.

A LAW has been promulgated fixing the weight of the Siamese tical, at 15 grammes, one grain troy less than the average weight of the present tical. A wish is expressed that the smaller coins may be put on a decimal basis.

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THE expelled monks of the Grande Chartreuse at Grenoble have at the last found a permanent resting place. They have purchased for £15,000 the ancient Carthusian monastery of Farnese, near Lucca, where everything will be conducted just as at Grenoble, except the liqueur factory, which will be for the future conducted in Spain.

THE Prince Imperial of Japan was, on the 3rd instant, raised to the rank of Colonel in the Army and Post Captain in the Navy. His Imperial Highness previous ranks having been those of Lieutenant-Colonel and Commander. The Prince received at the same time the Grand Order of the Chrysanthemum, namely, Princes Yamashina, Kayo and Kuni.

THE first of six steamers ordered by the Chargeurs Réunis Company of Havre, to be built at Nantes, has been launched and named the Amiral La Touche Tréville. Her capacity is 7,000 tons, and her speed is to be 12 knots. The same company has also three other steamers in course of construction in other French yards.

MR. R. Ponsonby, who has been H. E. Sir West Ridgeway's Private Secretary for so many years, with a success and courtesy which are acknowledged on all hands, left Colombo by the P. & O. steamer Simla for Hongkong on the 22nd November, to take up the appointment of Private Secretary to the acting Governor of that Colony.

BURG (U.S.A.) declares that the re-occupation of the city signified Russia's answer to the challenge of the United States respecting the opening of the place to the world's trade. The Novi Krui (Port Arthur), in an article on the same subject, asserts that Russia cannot withdraw her troops from Moukden owing to the provisions of the Chinese-American treaty.

OUR Tientsin correspondent informs us that a private letter just received from Peking states that M. Lessar has inquired of Prince Ching with some asperity how it is that the Chinese Government is assuring the other Powers that China's personal inclination is to throw Manchuria open to all nationalities to trade. Prince Ching has hastened to assure M. Lessar that he has been altogether misinformed, as nothing is farther from China's thoughts. Thus, even in the midst of her fear and her wild plans for attacking Russia the same old game of double-dealing lies is being kept up.

ON the 31st ultimo the Tokyo Local Court gave judgment in the action brought by the owner of the Norwegian steamer Calenda against the Nippon Yusen Kaisha. The Calenda was sunk at Nagasaki in consequence of a collision with a steamer belonging to the Japanese Company and the owners of the former claimed damages amounting to 430,000 yen. It has been decided, however, by the Tokyo Local Court that no responsibility devolves on the Nippon Yusen Kaisha, and the claim has accordingly been dismissed. We have not learned whether an appeal has been lodged.

THE French barque Comtoise de Richemont, 1,732 tons, which left Hongkong on the 17th of July for South America, and was supplied with provisions on the 5th of September off the coast of Japan by the P. M. S. City of Peking, was wrecked on the Frigate Shoals, near Honolulu, on the 10th of October. Sixteen of her crew are missing. She mistook the rock on which she struck for a ship, and went up to it to beg

some more provisions.

THE following telegraphic information, dated 16th inst., has been received from the Sumatra Director and Manager of the Maatschappij tot Mijn-Bosch-en-Landbouwexploitation in Langkat, Lt. d.

KALIMANTAN.—The first aggregate output of Crude Petroleum, 69,000 barrels.

Crude Petroleum in Tanks at date, 330,000 barrels.

Kerosene made since the date of the preceding half-monthly telegram, 56,000 barrels.

Kerosene shipped since the date of the preceding half-monthly telegram, 32,000 barrels.

Kerosene in Stock at Refinery at date, 55,000 barrels.

THE preliminary investigation into the charges of embezzlement, entered at the instance of the Siam Electricity Co., Ltd., have been brought to a conclusion in the British Court, before Mr. Lyle. Mr. T. R. Perera, the company's chief clerk, was charged with embezzling sums amounting to Ticals 5,997.23 and Ticals 2,756.49 on various dates between June 1902 and October 1903. Tan Yoon Seng, a clerk in the Custom House, was charged with having jointly with the first accused stolen Ticals 339.28 on October 29th and Ticals 1,705.65 on February 6th, the monies of the Siam Electricity Co. The accused were committed for trial.

WE are informed that Mr. Sam Newman, a knight of the mitten, well known to the public of Hongkong and Shanghai, undertakes to give lessons to those who are desirous of instruction in the noble art of self-defence.

He has opened a gymnasium and training saloon at No. 161 Wanchai Road, where regular courses in boxing and physical culture will be given daily. The important health giving results consequent to proper muscular exercise is well appreciated by the majority of the public that is probable that a considerable number of our community will avail themselves of Mr. Newman's special knowledge. His terms are reasonable and should form an extra inducement to amateurs.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.
JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PELEUS"	On 26th November.
GLASGOW and LIVERPOOL	"DARDANUS"	On 5th December.
GLASGOW and LIVERPOOL	"YANGTSZE"	On 12th December.
GLASGOW and LIVERPOOL	"PYRRHUS"	On 24th December.
GLASGOW and LIVERPOOL	"TYDEUS"	On 29th December.
GLASGOW and LIVERPOOL	"NESTOR"	On 1st January.
GLASGOW and LIVERPOOL	"KEEMUN"	On 8th January.
S.S. "PELEUS"	left Singapore on the 21st inst., and is expected to arrive here on the 26th inst.	

HOMEBWARDS.

FOR	STEAMERS	TO SAIL
LONDON AND ANTWERP	"POLYphemus"	On 24th November.
MARSEILLES, L'DON & A'WERP	"HYSON"	On 8th December.
"LIVERPOOL"	"ACHILLES"	On 20th December.
MARSEILLES, L'DON & A'WERP	"PROMETHEUS"	On 22nd December.
MARSEILLES, L'DON & A'WERP	"DARDANUS"	On 5th January.
"LIVERPOOL"	"YANGTSZE"	On 15th January.
MARSEILLES, L'DON & A'WERP	"DIOMEI"	On 19th January.
* Taking cargo for Liverpool at London rates.		

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, <i>etc.</i>	"PELEUS"	On 28th November.
NAGASAKI, KOBE and YOKOHAMA.	"TYDEUS"	On 1st January.

S.S. "DEUCALION," from Tacoma, arrived Yokohama on the 17th inst., and leaves Moji for Hongkong on the 23rd inst.

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 21st November, 1903.

[8]

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO, SHANGHAI and DALNYI	"WOOUNG"	25th November.
MANILA	"SUNGKANG"	25th December.
PORI DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA" * ..	2nd "
KOBE	"CHANGTU" *	10th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

‡ Taking cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 24th November, 1903.

[7]

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI.....	2540	R. Rodger	MANILA (DIRECT),	SATURDAY, 28th Nov., at 10 A.M.
ZAFIRO.....	2540	R. W. Almond	"	SATURDAY, 5th Dec., at 10 A.M.
PERLA.....	1980	W. G. Lawson		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.

GENERAL MANAGERS.

Hongkong, 21st November, 1903.

[1208d]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA, FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRASAMHA"	5,197.....	W. E. Craven	Dec. 14, 1903.
"INDRAVELLI"	4,899.....	R. P. Craven	Jan. 14, 1904.
"INDRAPURA"	4,899.....	A. E. Hollingsworth	Feb. 13, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.**PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.**

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSWI*	"DAIJIN MARU"	T. Ogata	WEDNESDAY, 25th Nov.
FOR TAMSWI*	"DAIGI MARU"	T. W. Groves	FRIDAY, 27th Nov.
FOR ANPING*	"MAIDZURU MARU"	T. Saito	SUNDAY, 29th Nov.
FOR FOOCHOW*	"ANPING MARU"	I. Goto	THURSDAY, 3rd Dec.

* VIA SWATOW and AMOV.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamswi to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for cargo to Yangtse River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 8, Des Vaux Road Central.

T. ARIMA, Manager.

Hongkong, 23rd November, 1903.

[1379c]

Shipping—Steamers.**TOYO KISEN KAISHA****MANILA LINE.**

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

**REGULAR SERVICE.****BETWEEN HONGKONG AND MANILA IN 48 HOURS.**

Steamship. Captain. Tons. Sailing Date.

ROSETTA MARU	H. S. Smith	3,876	THURSDAY, 26th November, at 11 A.M.
ROHILLA MARU	Ernest Bent	3,869	TUESDAY, 1st December, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASIMA, Manager.

Hongkong, 20th November, 1903. [171e]

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PELEUS"	On 26th November.
GLASGOW and LIVERPOOL	"DARDANUS"	On 5th December.
GLASGOW and LIVERPOOL	"YANGTSZE"	On 12th December.
GLASGOW and LIVERPOOL	"PYRRHUS"	On 24th December.
GLASGOW and LIVERPOOL	"TYDEUS"	On 29th December.
GLASGOW and LIVERPOOL	"NESTOR"	On 1st January.
GLASGOW and LIVERPOOL	"KEEMUN"	On 8th January.
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MARSEILLES, L'DON & A'WERP	"HYSON"	On 8th December.
"LIVERPOOL"	"ACHILLES"	On 20th December.
MARSEILLES, L'DON & A'WERP	"PROMETHEUS"	On 22nd December.
MARSEILLES, L'DON & A'WERP	"DARDANUS"	On 5th January.
"LIVERPOOL"	"YANGTSZE"	On 15th January.
MARSEILLES, L'DON & A'WERP		

Shipping.

Arrivals.

Hamburg, Ger. ss., 6,597, Burmeister, 23rd Nov.—Yokohama 14th Nov., and Shanghai 21st. Mails and Gen.—M. & Co.
Laisang, Br. ss., 2,225, Tadd, 23rd Nov.—Singapore 17th Nov., Gen.—J. M. & Co.
Rubi, Br. ss., 1,965, Almond, 23rd Nov.—Manila 21st Nov., Gen.—S. T. & Co.
Loongsang, Itr. ss., 1,092, Weigall, 23rd Nov.—Manila 20th Nov., Gen.—J. M. & Co.
Babelsberg, Ger. ss., 1,376, Ahrens, 23rd Nov.—Singapore 18th Nov., and Hoilhow 21st, Gen.—A. T. Co.
Lyemoon, Ger. ss., 1,290, Lehmann, 23rd Nov.—Shanghai 20th Nov., Gen.—S. & Co.
Okean, Russian transport, 3,600, Egekoff, 24th Nov.—Vladivostock 18th Nov.
Hiroshima Maru, Jap. ss., 2,035, Nagao, 21st Nov.—Singapore 16th Nov., Gen.—N. Y. K.
Hailong, Br. ss., 783, Evans, 24th Nov.—Swatow 24th Nov., Gen.—D. L. & Co.
Hopsing, Br. ss., 1,359, Hay, 24th Nov.—Moi 19th Nov., Coal—J. M. & Co.
E-Sang, Br. ss., 1,127, Richard, 24th Nov.—Canton 23rd Nov., Gen.—J. M. & Co.

Clearances at the Harbour Office.

San Cheong, for Canton.

Ho Ia, for Canton.

Vikang, for Ningpo.

Lyemoon, for Canton.

Puk-Kong, for Macao.

Hue, for Quong-chow-wan.

Daijin Maru, for Swatow.

Gutfall, for Macao.

Halloung, for Swatow.

Wingchui, for Macao.

Nippon Maru, for Shanghai.

Chun On, for Wuchow.

Laertes, for Saigon.

Departures.

Nov. 24.

Nippon Maru, for San Francisco.

Tentui, for Shanghai.

Hatching, for Swatow.

Ora, for Manila.

Sabine Rickmers, for Swatow.

Wongkol, for Swatow.

Kwong-sang, for Canton.

Kwung-tak, for Canton.

Marburg, for Singapore.

Hinsang, for Sumbawa.

Yikang, for Shanghai.

Benvorlich, for Calcutta.

Passengers arrived.

Per Hailong, from Swatow—61 Chinese.

Per Babelsberg, from Singapore—367 Chinese.

Per Latisan, from Singapore—Mr. C. M. Bles, and 800 Chinese.

Per Lyemoon, from Shanghai—16 Europeans, 145 Chinese and 2 Japanese.

Per Loongsang, from Manila—Messrs. H. T. Hedde, E. Bellierre et al. N. S. Thomas.

Per Hironshi Maru, from Singapore—Mr. and Mrs. Britten, 4 Chinese and 6 Japanese.

Per Rubi, from Manila—Mr. Daggett, Mrs. White, Messrs. McNabb, Chua Cha, and 48 Chinese.

Per Hamburg, from Yokohama—Mr. and Mrs. A. Albert, Mr. Bennett, Mr. and Mrs. Tsing Sing Fang, Misses H. Leighton, A. W. Booth, and Lieut. v. d. Heyden. From Kobe Mrs. J. Lyons. From Shanghai—Count Yesterky, Mr. Ho Mak Chung, Revs. J. M. and S. M. Hanner, Messrs. Ng Chit Mo, H. Müller, M. De La Seire, Viscount Du Halgouet, Mr. Sandes, Mr. and Mrs. Weinberg, Dr. Marg Fitch, Messrs. F. Silbermann, F. Meng, E. Tutelmann, E. Wilson, Mr. and Mrs. R. Glaser, and Mr. and Mrs. F. Stone.

Shipping Reports.

Sir Rubi from Manila—Fresh monsoon, and clear weather.

Sir Hailong from Swatow—Strong N.E. wind, moderate sea, fine weather.

Sir Huc from Kwong-ch. w-wan—There to port stormy weather, with high sea.

Sir Phra Chula Chom Kla from Bangkok—Very strong N.E. monsoon, heavy sea, cloudy weather all the time.

Sir Laisang from Singapore—Light winds with smooth sea to Paracels, then strong monsoon with very rough sea to port.

Sir Kwongsang from Shanghai—Fresh N.E. and N.E. winds, and rainy weather to Breaker Point, moderate and fine remainder of passage.

Sir Loongsang from Manila—There to 16° 30' N. 118° 50' E., light variable winds, clear sky and moderate N'E. swell, from thence to port fresh N.E. and N. gale, with high sea.

Steamers Expected.

Vessels	From	Agents	Due
König Albert, Singapore	M. & Co.	Nov. 25	
Ceylon	P. & O. Co.	Nov. 26	
Sado Maru, Shanghai	N. Y. K.	Nov. 26	
Idzumi Maru, Japan	N. Y. K.	Nov. 26	
Coptic, Shanghai	O. & O. Co.	Nov. 27	
Tijpanas, Moji	H. s. & Co.	Nov. 27	
Tjimbi, Macassar	H. s. & Co.	Nov. 28	
Bombay Maru, Japan	N. Y. K.	Nov. 29	
Indrasamhi, Portland	P. & A. Co.	Dec. 4	
Tacoma	N. P. Co.	Dec. 4	
Chingtu, Sydney	B. & S. Dec. 5		
Kumsang, Calcutta	J. M. & Co.	Dec. 7	
America Maru, San Francisco	P. M. Co.	Dec. 8	
Tatar, Vancouver	C. P. R. Co.	Dec. 9	
Victoria, Victoria	N. P. Co.	Dec. 13	

Vessels in Port.

STRAMER.

An Pho, Br. ss., 6,597, Kynoch, 12th Nov.—Swatow 14th Nov., Gen.—I. & Co.
Arratoon Apcar, Br. ss., 2,931, Fey, 17th Nov.—Calicut via Penang and Singapore 10th Nov., Gen.—D. S. & Co., Ltd.
Baisang, Br. ss., 2,225, Tadd, 23rd Nov.—Singapore 17th Nov., Gen.—J. M. & Co.
Rubi, Br. ss., 1,965, Almond, 23rd Nov.—Manila 21st Nov., Gen.—S. T. & Co.
Loongsang, Itr. ss., 1,092, Weigall, 23rd Nov.—Manila 20th Nov., Gen.—J. M. & Co.
Babelsberg, Ger. ss., 1,376, Ahrens, 23rd Nov.—Singapore 18th Nov., and Hoilhow 21st, Gen.—A. T. Co.
Lyemoon, Ger. ss., 1,290, Lehmann, 23rd Nov.—Shanghai 20th Nov., Gen.—S. & Co.
E-Sang, Br. ss., 1,127, Richard, 24th Nov.—Canton 23rd Nov., Gen.—J. M. & Co.

Okean, Russian transport, 3,600, Egekoff, 24th Nov.—Vladivostock 18th Nov.

Hiroshima Maru, Jap. ss., 2,035, Nagao, 21st Nov.—Singapore 16th Nov., Gen.—N. Y. K.

Hailong, Br. ss., 783, Evans, 24th Nov.—Swatow 24th Nov., Gen.—D. L. & Co.

Hopsing, Br. ss., 1,359, Hay, 24th Nov.—Moi 19th Nov., Coal—J. M. & Co.

E-Sang, Br. ss., 1,127, Richard, 24th Nov.—Canton 23rd Nov., Gen.—J. M. & Co.

Clearances at the Harbour Office.

San Cheong, for Canton.

Ho Ia, for Canton.

Vikang, for Ningpo.

Lyemoon, for Canton.

Puk-Kong, for Macao.

Hue, for Quong-chow-wan.

Tong Yung Chon.

Lydeo, Ger. ss., 1,357, Girsentröm, 22nd Nov.—Chinkiang 17th Nov., Rice—S. & Co.

Madelein Rickmers, Ger. ss., 1,020, Sanders, 11th Nov.—Bangkok 2nd Nov., Rice—A. K. & Co.

Maria Rickmers, Ger. ss., 1,017, Bandelin, 2nd Nov.—Bangkok via Hoilhow 25th Oct., Gen.—A. K. & Co.

Mausang, Br. ss., 1,644, Welsh, 14th Nov.—Sandakan 8th Nov., Timber—J. M. & Co.

Olyma, Am. ss., 1,730, Dixon, 16th Nov.—Tacoma via Ports 17th Oct., Gen.—D. & Co., Ltd.

Onsang, Br. ss., 1,787, Davies, 18th Nov.—Java 7th Nov., Sugar—J. M. & Co.

Osborne, Br. ss., 2,796, Frogatt, 22nd Nov.—New York 25th Sept., Case Oil—S. O. Co.

Petchar, Ger. ss., 1,251, Ahrens, 11th Oct.—Sourabaya 30th Sept., Sugar—S. W. & Co.

Phra Chula Chom Kla, Ger. ss., 1,012, Bohn, 22nd Nov.—Bangkok 13th Nov., Rice—B. & S.

Pitsanulok, Ger. ss., 1,267, Fuchs, 16th Nov.—Bangkok 6th Nov., Rice and Timber—B. & S.

Rosaeta Maru, Jap. ss., 2,402, Smith, 21st Nov.—Manila 19th Nov., Gen.—T. K. K.

Shinano Maru, Jap. ss., 3,960, Thompsons, 22nd Nov.—Seattle, U.S. 20th Oct., Gen.—N. Y. K.

Siberia, Am. ss., 1,284, Smith, 23rd Nov.—San Francisco 23rd Oct., and Manila 20th Nov., Mails and Gen.—P. M. S. S. Co.

Sungkiang, Br. ss., 1,021, Outerbridge, 21st Nov.—Manila 11th Nov., Gen.—B. & S.

Tai Lee, Ger. ss., 828, Michelson, 4th Nov.—Swatow 3rd Nov., Ballast—Meyer & Co.

Tai Ping, Ch. ss., 1,376, Brissander, 12th Nov.—Wuhu and Chinkiang 5th Nov., Gen.—Order.

Toilo Maru, Jap. ss., 1,220, Asai, 18th Nov.—Moi 13th Nov., Coal—H. U. Jeffries.

Trocas, Br. ss., 2,657, Phillip, 8th Nov.—Hankow 1st Nov., Ballast—A. K. & Co.

Undine, Norw. ss., 1,017, Torbjørnsen, 19th Nov.—Moi 14th Nov., Coal—Order.

Victoria, Swed. ss., 988, Hermansen, 27th Oct.—Sourabaya 20th Oct., Sugar—S. W. & Co.

Yeddo, Br. ss., 2,974, Baird, 19th Nov.—Portland, Or. (U.S.A.) 14th Oct., Flour—Order.

SAILING VESSELS.

Brillian, Br. br., 3,609, Cowlishaw, 23rd Oct.—Shanghai 16th Oct., Gen.—S. O. Co.
Glendorn, Br. ship, 1,823, Morrison, 8th Nov.—New York 26th June, Gen.—S. O. Co.
Helena Wyman, Am. br., 1,521, Vanhorn, 10th Aug.—Singapore 1st Aug., Ballast—Master.
Lillebonne, Am. sch., 708, Finnen, 6th Oct.—Manila 18th Sept., Ballast—D. & Co., Ltd.

Ships Passed The Canal.

Outward—24th October—Denbighshire, 20th October—British Monarch, Prinsesse Marie, Ceylon, Peleus, Benlondon, 4th November—Austria, Konig Albert, 7th November—Gengary, Sanuki Maru, 11th November—Salasie, Paul Bear, Needles, 13th November—Yang Tsae, Benary, Satsuma, Queen Mary, Wurzburg, Japan, 17th November—St. Kilda, Koutschouk, Hitachi Maru, 20th November—Annam, Dragonian, Min, Hakata Maru, Anhui, Bernicia, Radley, Auchencrag, St. George.

Homeward—24th October—Ajax, Prometheus, 11th November—Dardanus, 13th November—Vindobona, Abessinia, 17th November—Borneo, 20th November—Agamemnon.

Arrivals at Home—4th November—Kin Tuck, Annam, 7th November—Sumatra, 7th November—Kanakura Maru, Zieten, Glauces, Moyne, 11th November—Driessens, Mogul, Ping Suey, Merionethshire, 13th November—Bamberg, Ihaba Maru, Konigberg, Andalusia, 12th November—Socotra, 17th November—Seydita, Braemar, Penclawth, Ernest Simons, 20th November—Persia.

THE WEATHER.

STRAMER.

The following report is from Mr. F. G. Figg, acting Director of the Hongkong Observatory:
On the 24th at 10.42a. The barometer has risen over N.E. Japan; fallen over China, particularly in the North.

The anticyclone covers China and Japan.

Gradients are decreasing and the monsoon is moderating along the China coast, but continues to blow strongly over the China Sea.

Forecast—moderate N.E. winds; fine.

Nov. 23 at 10 a.m. Nov. 23 at 4 p.m.

Barometer 30.20 30.20

Temperature 68 69

Humidity 53 57

Rainfall — —

CHINA COAST METEOROLOGICAL REGISTER.

November 24th, 1903, 8.30 a.m.

Bar. Th. Hu. Wind Wr.

Albert, Dr. T. Jaffe, D. Anderson, Mr. Jones, J. W. Ascot, Mr. and Mrs. V. Joseph, Mr. and Mrs. Binde, C. H. Landis, Miss Katsch, E. A. Barrett, E. G. Kempfer, E. Barton, Mr. & Mrs. C. V. Leighton, Miss H. T. Baum, A. R. Macgowan, R. J. Mackie, G. D. Marriot, Dr. O. Maxson, F. O. Moxley, W. H. R. Mast, Sidney Must, Mr. and Mrs. E. Blech, O. McAlister, T. P. Booth, Miss A. W. Buck, Mr. & Mrs. H. H. Meikle, Mr. and Mrs. E. Miller, P. L. Bellows, E. C. Roggan, Mr. and Mrs. R. R. Mollermann, Mrs

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